

# Donald L Hollowell Pkwy Redevelopment Plan

	Improvement	Parkway Bus Shelters				
O-1	Sidewalks, Parks, Gateways	Grove Park Neighborhood Sidewalks and Gateways	V	Sidewalks: 13,565 linear feet Park frontage: 210 linear feet	\$302,500	QOL Bonds

*Table 4.5.3. Estimated Transportation Project Cost, By Phase*

Phase	Estimated Cost
I	\$1,970,000
II	\$1,900,000
III	\$1,700,000
IV	\$2,315,000
V	\$9,430,000
VI	\$9,200,000
VII	\$15,175,000
<b>TOTAL</b>	<b>\$41,690,000</b>

## 5. Implementation

### 5.1 Phased Approach

It is nearly impossible to change the character of an entire corridor as long as Donald L. Hollowell Pkwy, but the character can be influenced over time by focusing on specific, concentrated areas. For this reason, implementation of this plan will utilize a phased approach. The phases will be geographically based on the development node concept outlined in section 4.3. Concentrating on one node at a time and actively pursuing at least two will help “pulse” development along the corridor. Transportation projects, development projects and programs will be associated with each of the phases. A number of projects and programs will be ongoing and not necessarily associated with any particular phase. The phases are as follows:

*Table 5.1.1. Implementation Phases*

Phase	Years	Location
I	2004-2006	Hollywood Village
II	2005-2007	Center Hill Residential District
III	2006-2008	James Jackson Commercial Core
IV	2007-2009	Bankhead Mixed Use Center
V	2010 & Beyond	Grove Park Commercial Center
VI	2010 & Beyond	Woodmere Residential Center
VII	2010 & Beyond	West of I-285

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Phases I-IV are likely to begin redevelopment in the short-term future (over the next 5 years). Hollywood Village was chosen for Phase I due to the large demand for retail in that area, its proximity to parks, schools, and residences, the scale of development appropriate for the area, and the popularity of the node. Center Hill Residential District development is Phase II due to the availability of land, need for residential development, and proximity to Phase I development. Development of the James Jackson Commercial Core will take place in Phase III due to the scale of development appropriate for the node, the influence of new residential developments that will be coming on line in the next three to five years, and the potential for mixed-use development including a large residential component. Bankhead Mixed Use center was chosen for Phase IV due to the uncertainties surrounding the BFI waste transfer station. The remainder of the nodes are more likely to be developed in the medium- and long-term future. The implementation matrix below lists the recommended projects and the phases in which they will be implemented.

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## Appendix A

### Maps:

Study Area

Natural Features

Programs

Existing Businesses (with matrix)

15 Year Land Use

Current Zoning

Recommended Land Use (Plus 8 small area maps)

Recommended Zoning (Plus 8 small area maps)

Activity Nodes

Transportation: Sidewalk Conditions

Transportation: Existing Bus Stops

Transportation: Proposed Major Bus Stops

**Appendix B**  
**Market Analysis**

**Appendix C**

**Vacant Tax Delinquent Properties as of 2002**

Map and Matrix